

**FINAL**  
**ENVIRONMENTAL ASSESSMENT**

for the

Edward M. Golson, Jr. Boat Launch and Nature Park  
in Bay City, Michigan

Prepared by

**East Lansing, Michigan,  
Ecological Services Field Office  
Department of the Interior  
U.S. Fish and Wildlife Service**

December, 2001

# SUMMARY

The Saginaw River and Bay, located in the eastern portion of the lower peninsula of Michigan, were contaminated with hazardous substances which injured fish and wildlife. Beginning in the 1940s, industrial facilities and wastewater treatment plants on the Saginaw River released PCBs (polychlorinated biphenyls) and related compounds into the Saginaw River. Because of on-site contamination, releases from the facilities continued after PCBs were banned in the 1970s. Contamination has impacted fish and wildlife resources in the Saginaw River and Bay, resulting in advisories against human consumption of fish for all species of fish in the River and many species of fish in the Bay. Also, significantly lower bald eagle reproduction occurs in these areas than is found in less contaminated areas.

A natural resource trustee group consisting of the U.S. Department of the Interior represented by the U.S. Fish and Wildlife Service, the State of Michigan, and the Saginaw Chippewa Tribe, conducted a Natural Resource Damage Assessment (NRDA) and reached a negotiated settlement for natural resource damages with defendants General Motors Corporation and the Cities of Bay City and Saginaw in 1998. The settlement provides for substantial cleanup of river contamination, for protection and restoration of fish and wildlife habitats in the Saginaw River and Bay, and for creation and enhancement of recreational and educational opportunities related to the injured natural resources.

Construction of a recreational area on property at the terminus of Johnson Street in Bay City is one requirement of the Consent Judgement for the settlement. The trustees approve the plans for the recreation area and oversee its construction. The trustees have been working with defendants and a boat launch committee organized by the City of Bay City which includes city planners, representatives from the district citizen's council and other interested citizens. The alternatives that this group is considering include the following:

- A Proposed plan based on community involvement. This alternative meets the requirement of the settlement and includes a four lane boat launch, fishing area overlook, nature trails, and an outdoor classroom.
- B Conceptual plan from Consent Judgement. This alternative meets the requirement of the settlement and includes a four lane boat launch, fishing pier, nature trails, and wetland enhancement.
- C No Action. Consideration of this alternative is required by National Environmental Policy Act.

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**DRAFT**  
**ENVIRONMENTAL ASSESSMENT for the**  
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**in Bay City, Michigan**

## **1.0 Purpose and Need**

### **1.1 Purpose**

The purposes of the Natural Resource Damage Assessment and Restoration (NRDAR) process are to return injured resources to the condition (physical, chemical, biological) that would have existed had releases of the hazardous materials not occurred and to compensate the public for loss of trust resource services caused by the release of hazardous materials. Lost services in this case include those uses of the Saginaw River and Bay by the public that have been precluded due to contamination. The alternatives proposed in this plan will provide partial compensation for lost fishing opportunities and enjoyment of the river environment in a cost-effective and beneficial manner.

These alternatives address one of the requirements of the Consent Judgement in United States v. General Motors Corporation, et al., Civil No. 98-CV-10368 BC (Consent Judgement), lodged in the United States District Court for the Eastern District of Michigan on November 24, 1998, and entered by the court on June 4, 1999. Section 7.9(a) of the Consent Judgement requires the defendants to construct a recreation area on property at the terminus of Johnson Street in Bay City:

7.9 Enhancement of Resource Use and Public Education and Outreach. As compensation for natural resource damage claims under Part 201 of NREPA, and to enhance public recreational opportunities on the Saginaw River and Saginaw Bay and increase public education about Saginaw River environmental resource issues, Defendants shall perform the following activities:

(a) Within thirty (30) days after the second (2<sup>nd</sup>) anniversary of the entry of this Consent Judgment, Defendants shall submit to the Trustees for approval an initial plan to create, and thereafter create in accordance with the approved final plan, a recreation area on existing Bay City property and property to be conveyed by GM to Bay City by the second (2<sup>nd</sup>) anniversary of the entry of this Consent Judgment (approximately forty (40) acres and as described on Appendix G) to be dedicated to public uses. The public uses shall include a new boat launch facility and parking, and may include picnic areas, public education facilities (which may include nature trails or kiosks with interpretive signboards), and potential restoration or enhancement of the wetland on this property.

The purpose of this Environmental Assessment is to determine whether to approve construction of a recreational area at the terminus of Johnson Street in Bay City, Michigan, and, if so, to determine the elements of the construction plan.

### **1.2 Needs**

The Service needs to select an alternative that will provide partial compensation for lost fishing opportunities and enjoyment of the river environment. In doing so, the Service seeks to select an alternative which best meets these goals and also complies with the requirements of the Consent Judgement, if possible, fulfills the intent of the settling parties, benefits natural

resources while minimizing any harm that might occur in the process, is supported by the local community, complies with all applicable laws and ongoing site-specific remedial action plan requirements, is feasible, and is cost-effective.

### **1.3 Decisions that Need to be Made**

The U.S. Fish and Wildlife Service, as one of the trustees for this NRDAR settlement, must select one of the alternatives and decide whether the proposed action will result in a significant impact upon the human environment, necessitating an Environmental Impact Statement or if a Finding of No Significant Impact (FONSI) is appropriate.

### **1.4 Background**

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, through its Natural Resource Damage Assessment and Restoration (NRDAR) provisions, allows natural resource trustees to seek compensation for “damages for injury to, destruction of, or loss of natural resources, including the reasonable costs of assessing such injury, destruction, or loss”<sup>1</sup> caused by releases of hazardous substances into the environment. The U.S. Department of the Interior, Fish and Wildlife Service (Service) is a natural resource trustee whose responsibilities include restoration, rehabilitation, and/or replacement of injured trust resources including but not limited to migratory birds, federally-listed species and their habitats.

The Saginaw River and Bay, located in the eastern portion of the lower peninsula of Michigan, were contaminated with hazardous substances which injured fish and wildlife. Beginning in the 1940s, industrial facilities and wastewater treatment plants on the Saginaw River released PCBs (polychlorinated biphenyls) and related compounds into the Saginaw River. Because of on-site contamination, releases from the facilities continued after PCBs were banned in the 1970s. Contamination has impacted fish and wildlife resources in the Saginaw River and Bay, resulting in advisories against human consumption of fish for all species of fish in the River and many species of fish in the Bay. Also, significantly lower bald eagle reproduction and elevated adverse effects in other fish-eating wildlife are observed in these areas relative to less contaminated areas.

A natural resource trustee group consisting of the U.S. Department of the Interior represented by the U.S. Fish and Wildlife Service, the State of Michigan, and the Saginaw Chippewa Tribe, conducted a Natural Resource Damage Assessment (NRDA) and reached a negotiated settlement for natural resource damages with defendants General Motors Corporation and the Cities of Bay City and Saginaw in 1998. The Consent Judgement for the settlement provides for substantial cleanup of river contamination, for protection and restoration of fish and wildlife habitats in the Saginaw River and Bay, and for creation and enhancement of recreational and educational opportunities related to the injured natural resources (see <http://midwest.fws.gov/nrda/saginaw> for more details).

The project described in this document is one of the components of the settlement intended to provide public recreational and educational opportunities. The proposed project is located at the terminus of Johnson Street in Bay City, Michigan (Attachment 1).

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<sup>1</sup>CERCLA: Code of Federal Regulations 42 § 9607

## **2.0 Alternatives, Including the Proposed Action**

### **2.1 Alternative A (Proposed Action)**

Alternative A would consist of a four lane boat launch, parking for vehicles with and without trailers, fishing pier, nature trails, and an outdoor classroom on approximately 33 acres of riverfront property at the terminus of Johnson Street (Attachment 2). Pursuant to the Consent Judgement, Bay City would operate and maintain this facility once constructed. The facility would comply with all requirements of the Americans with Disabilities Act (ADA). The boat launch would satisfy considerable previously unmet demand for boating access to the east and south shoreline of the Saginaw River and the nature park would provide recreational and educational opportunities.

The boat launch would be built on the approximately 6 acre former Belinda Street area which Bay City has been using to stockpile broken concrete and soil. The ramps would be constructed with prefabricated concrete planks and equipped with two skid piers. They would accommodate the launching of boats up to 30 feet in length. The existing abandoned Belinda Street bridge abutment would be reinforced and modified to create fishing access and river viewing opportunities. A concrete sidewalk would be constructed around the perimeter of the abutment. Parking would be provided for 47 vehicles with trailers and for 23 vehicles without trailers. Lanes for boat preparation and tying down are provided before and after the launch. Two washroom structures would be located adjacent to the vehicle parking area. The parking area, launch, and restrooms would be lighted.

To the west of the former Belinda Street area along the river is an area of approximately 27 acres formerly owned by General Motors which would be enhanced as the nature park portion of the site. This portion of the site underwent environmental remediation in 1996 and 1997. The site contains second-growth upland forest and a small wetland that is hydrologically influenced by the Saginaw River. An interpretive trail would be constructed with a large paved loop with a wetland crossing and access to three wetland overlooks, a covered outdoor classroom, and the parking area. Three additional trail loops would be constructed of gravel unless or until available funding allows for paving. The existing two-track, unimproved road on the site would be used as the base for a significant part of the nature trail. The proposed outdoor classroom consists of a 20' by 40' prefabricated covered shelter adjacent to the parking access road.

### **2.2 Alternative B (Alternate Site Plan)**

Alternative B would consist of a four lane boat launch, parking for 55 vehicles with trailers and 28 vehicles without trailers, fishing pier, nature trails, and wetland enhancement as pictured in the conceptual plan that was incorporated into the Consent Judgement (Attachment 3 - Note that the name of the area has been changed from the Belinda Street Boat Launch to the Edward M. Golson, Jr., Boat Launch). Pursuant to the Consent Judgement, Bay City would operate and maintain this facility once constructed. The facility would comply with all requirements of the Americans with Disabilities Act (ADA). The boat launch would satisfy considerable previously unmet demand for boating access to the east and south shoreline of the Saginaw River and the nature park would provide recreational and educational opportunities.

Alternative B would differ from Alternative A in several ways. Alternative B includes 8 more parking spaces for vehicles with trailers, but would not include lanes for boat preparation and

tying down. The fishing pier in Alternative B would provide a wooden walkway around part of the perimeter of the bridge abutment area rather than the concrete sidewalk around the entire perimeter. The interpretive trail in Alternative B would consist of double loop configuration with one wetland crossing and one wetland overlook and no outdoor classroom and would thus provides fewer opportunities for recreational and educational use than Alternative A. As in Alternative A, the existing two-track, unimproved road on the site would be used as the base for a significant part of the nature trail. Alternative B would include wetland enhancement/fish spawning whereas Alternative A would not.

Wetland enhancement/fish spawning for this site consists of creating an opening between the Saginaw River and the wetland in the interior of the site. Material removed to create the opening would be used on-site to increase the height of the berm recently created by General Motors between the nature park and the adjacent General Motors plant property. Additional material consisting of cobble-sized or larger rocks may be necessary to armor the opening of the outlet against erosion from water and ice and prevent sandbars from closing the opening. Long-term maintenance of this opening would be required. The contours of the existing wetland would not be altered.

If this alternative is selected, additional investigation of the following issues would be conducted to further determine the feasibility of creating an opening between the river and interior wetland: (a) an opening might provide a pathway for contaminants to move into the wetland from the river, and (b) the opening might change existing groundwater flow patterns and groundwater is being monitored following remedial activities at this site and at the adjacent General Motors facility.

### **2.3 Alternative C (No Action)**

NEPA requires that a no action alternative be considered. Under a no action alternative, the U.S. Fish and Wildlife Service would not approve plans for a recreational area at this location at this time. The City of Bay City would own the area being considered for the boat launch and nature park, but would not have funds from the settlement to create a boat launch, nature trails or any of the other elements described in Alternatives A and B. The parties to the Consent Judgement would be required to renegotiate the Consent Judgement to eliminate or alter this requirement of the decree. Any substitute project or projects that all parties might approve would be implemented after the conclusion of negotiations and the completion of the court approval, public review, and project design processes. This would take at least one year longer than either Alternative A or B. If additional land with a willing seller needs to be found and purchased for a project or projects, then the implementation would likely be delayed for an additional year.

## **3.0 Affected Environment**

### **3.1 Physical Characteristics**

The proposed site consists of approximately 33 acres of riverfront property at the terminus of Johnson Street. The area is bordered by the Saginaw River, a General Motors manufacturing plant, a former residential area, and, across the Harry S. Truman Parkway, the Bay City Wastewater Treatment Plant. The area originally consisted of wetlands bordering the Saginaw River which were strongly influenced by fluctuating Great Lakes water levels. This area was filled during the mid-1900's, apparently with scraps and debris from a sawmill and with material dredged from the navigation channel of the Saginaw River. The boat launch portion of the site

consists of the roadbed of the former Belinda Street, which Bay City is using to stockpile broken concrete and soil, and an abandoned bridge abutment, which is becoming unstable. The nature park portion of the site consists of historical fill material which was subjected to environmental investigation and remediation in 1996 and 1997. The remediation consisted of spot removal of industrial and demolition debris and removal of contaminated soil. Remediation areas were filled and/or capped with clean clay. Several monitoring wells are present on the site. An existing two-track, unimproved road encircles the wetland.

### **3.2 Biological Environment**

The vegetation on the proposed site is dominated by a cattail community in the wetland area and by cottonwoods, maple, and boxelder in the upland areas and along the shoreline of the nature park area. The area of the boat launch that is being used to stockpile broken concrete and soil is a highly disturbed area dominated by pioneer and “weedy” species. An internal consultation with the East Lansing Field Office of the U.S. Fish and Wildlife Service under Section 7 of the Endangered Species Act determined that no listed, proposed, or candidate threatened or endangered species or their critical habitats are found within the proposed action area (Attachment 4). Wildlife using this site include white-tailed deer, furbearers, shore and wading birds, passerines, waterfowl, reptiles, and amphibians.

### **3.3 Land Use**

The boat launch portion of this site was previously a road and bridge abutment and has been used most recently by Bay City to stockpile broken concrete and soil. The nature park portion of the site was referred to as the Undeveloped Area of the General Motors manufacturing facility and was not actively used by General Motors. Some industrial and demolition debris as well as contaminated soils were found on site and remediated in 1996 and 1997 under a remedial action plan approved by the Michigan Department of Environmental Quality (MDEQ). The area is approved by MDEQ for recreational uses.

Anglers currently fish from the dilapidated bridge abutment. To do so, they go around or under existing fencing and risk hazards from exposed reinforcing rod, unstable broken concrete, and other debris.

Access to this site is provided by the terminus Johnson Street. This end of Johnson Street is broad, paved and bears little traffic since the bridge it led to was replaced by the bridge on Truman Parkway. The section now services the City of Bay City’s bus garage and a building with some city offices. Access to this section of Johnson Street is provided by both Water Street and Woodside Avenue. Woodside Avenue is a 4-lane road and its intersection with Johnson Street is equipped with turn lanes and stop lights.

### **3.4 Cultural/Paleontological Resources**

No cultural or paleontological resources are likely to be present in the areas covered by the proposed plans because this site was created by fill in the mid-1900's and then one portion was used as a roadbed and the other portion was remediated with approvals from the State Historical Preservation Office in 1996-1997. The Regional Historical Preservation Officer concurs with this conclusion.

### **3.5 Local Socioeconomic Conditions**

This site is in immediate proximity to neighborhoods supported by manufacturing jobs at General Motors and related automotive and industries. Public boat launches currently available to these communities are either on the other side of the river and must therefore be accessed across drawbridges, or are several miles south of the city. No nature park educational areas are currently available within the urban area of Bay City.

### **3.6 Environmental Justice**

The Executive Order 12898 on Environmental Justice issued by President Clinton on February 11, 1994, requires all federal agencies to assess the impacts of federal actions with respect to environmental justice. The Executive Order states that, to the extent practicable and permitted by law, neither minority nor low-income populations may receive disproportionately high and adverse impacts as a result of a proposed project.

The immediately surrounding population tends to be in lower income categories relative to that in some other parts of the larger Bay City area, but no identifiable group of individuals can be considered to have lower income in relation to local averages. Minority populations are not known to be disproportionately represented in the vicinity of the proposed project.

## **4.0 Environmental Consequences**

Several categories of environmental consequences are similar across the alternatives and are therefore discussed here rather than with each individual alternative in the following sections. No negative impacts to listed, proposed, or candidate threatened or endangered species or their critical habitats or to cultural or paleontological resources are expected for any of the alternatives because these resources are not found within the proposed action area (refer to Sections 3.2 and 3.4, above). With respect to environmental justice concerns, the impacts of the alternatives on human activities in the areas surrounding the project are expected to be minimal, and so do not represent any disproportionate high and adverse impacts to low-income and minority groups. Instead, Alternatives A and B will provide additional recreational and educational opportunities for the immediate neighborhood.

### **4.1 Alternative A (Proposed Action)**

#### **4.1.1 Physical Impacts**

The proposed action would replace the stockpiles of broken concrete and soil with a level paved area surrounded by topsoil planted primarily with native vegetation. The unstable bridge abutment would be stabilized with steel pilings and the shoreline side of the steel pilings would be stabilized with large rocks and pieces of broken concrete. The unimproved road would be replaced with sections of paved and unpaved trails. An outdoor classroom (no walls) would be built. The areas in the nature park which were excavated and then capped with clean material as part of the remedial actions would not be affected. The monitoring wells and on-site groundwater regimes would not be affected.

#### **4.1.2 Habitat Impacts**

The proposed action would alter the boat launch area by replacing a disturbed, mounded area of rubble and debris with paved areas surrounded by narrow mowed grassy areas and wider

areas planted with native vegetation. The shoreline of the former bridge abutment would change from broken and intact concrete to large riprap leading up to a sheetpile support wall. The shoreline at the ramp would change from the shallow sand-silt bank to a section of concrete piers with riprap on either side. The proposed action would not alter the habitat in the nature park area, including the wetland, beyond the elimination of habitat in the footprints of the outdoor classroom, the wetland overlooks, and the short sections of trail which are placed off the existing two-track, unimproved road.

#### **4.1.3 Biological Impacts**

The habitat changes described for this alternative are unlikely to significantly alter the use of this area by wildlife. The use of native plantings along the boat launch in place of the “weedy” community that has developed on and around the rubble piles may increase insect diversity in the area and provide additional food and cover for small vertebrates like rodents and passerine birds.

#### **4.1.4 Land Use Impacts**

Anglers would have access to shoreline fishing without hazards from exposed reinforcing rod, unstable broken concrete, and other debris. Shoreline fishing would likely increase, along with river viewing, nature observation, and educational field trips by local schools.

This alternative would increase traffic on Johnson Street, particularly on summer weekends, and may increase traffic on Woodside Avenue. The current primary user of Johnson Street is the City of Bay City, for their offices and bus garage. The City has determined that increased traffic in the area would not be a problem and supports the construction of this facility which it would own and operate. Any increase in traffic on Woodside Avenue is expected to be negligible because people in the area would likely use Woodside Avenue to travel to more distant recreational opportunities were this facility not built. Woodside Avenue, including the intersection with Johnson Street, is well-regulated with turn lanes and traffic lights.

### **4.2 Alternative B (Alternate Site Plan)**

#### **4.2.1 Physical Impacts**

The proposed action would replace the stockpiles of broken concrete and soil with a level paved area surrounded by topsoil planted primarily with native vegetation. The unstable bridge abutment would be stabilized with steel pilings and topped with soil, and the shoreline side of the steel pilings would be stabilized with large rocks and pieces of broken concrete. The unimproved road would be replaced with sections of trails. The areas in the nature park which were excavated and then capped with clean material as part of the remedial actions would not be affected. The monitoring wells would not be affected, but the on-site groundwater regimes may be altered because of the opening created between the interior wetland and the river.

#### **4.2.2 Habitat Impacts**

Alternative B would alter the boat launch area by replacing a disturbed, mounded area of rubble and debris with a level paved area surrounded by narrow mowed grassy areas and wider areas planted with native vegetation. The shoreline of the former bridge abutment would change from

broken and intact concrete to large riprap leading up to a sheetpile support wall. The shoreline at the ramp would change from the shallow sand-silt bank to a section of concrete piers with riprap on either side. This alternative would alter the habitat in the nature park area by opening a channel between the wetland and the river and would eliminate existing habitat in the footprints of the wetland overlook and the short sections of trail which are placed off the existing two-track, unimproved road. Opening a channel between the wetland and the river may adversely affect the environment by allowing contaminants from the river to enter the wetlands and by changing the groundwater balance in an area that is monitored for contaminant movement.

#### **4.2.3 Biological Impacts**

The habitat changes described for this alternative may alter the use of this area by wildlife. Planting native vegetation along the boat launch in place of the “weedy” community that has developed on and around the rubble piles may increase insect diversity in the area and provide additional food and cover for small vertebrates like rodents and passerine birds. The channel between the wetland and river would provide a corridor for fish movement. This could enhance fish spawning areas for the river fish communities and may also decrease amphibian reproduction in the wetland by increasing fish predation on eggs, larvae, and adult amphibians.

#### **4.2.4 Land Use Impacts**

Anglers would have access to shoreline fishing without hazards from exposed reinforcing rod, unstable broken concrete, and other debris. Shoreline fishing would likely increase, along with river viewing and nature observation.

This alternative would increase traffic on Johnson Street, particularly on summer weekends, and may increase traffic on Woodside Avenue. The current primary user of Johnson Street is the City of Bay City, for their offices and bus garage. The City has determined that increased traffic in the area would not be a problem and supports the construction of a boat launch and nature park, which it would own and operate, at the proposed location. Any increase in traffic on Woodside Avenue is expected to be negligible because people in the area would likely use Woodside Avenue to travel to more distant recreational opportunities were this facility not built. Woodside Avenue, including the intersection with Johnson Street, is well-regulated with turn lanes and traffic lights.

### **4.3 Alternative C (No Action)**

#### **4.3.1 Physical Impacts**

Bay City does not currently have any plans for this site if a project funded pursuant to the Consent Judgement is not built here.

#### **4.3.2 Habitat Impacts**

If this project does not occur on this site, it is likely to remain in its current condition if Bay City continues to disturb the former Belinda Street area. If Bay City ceases its activities in the area, the weedy herbaceous community would likely be replaced by one dominated with tree species like box elder, silver maple, and cottonwood. A recreational area of similar size would likely be constructed at some other location on the Saginaw River and would have similar impacts to those proposed in Alternatives A and B.

#### **4.3.3 Biological Impacts**

If this project does not occur on this site, the biological use of the site would remain unchanged unless Bay City ceases its activities in the boat launch area. Then the weedy herbaceous community there would likely be replaced by one dominated with tree species like box elder, silver maple, and cottonwood and species diversity would resemble that already existing in the nature park portion of the site.

#### **4.3.4. Land Use Impacts**

If this project does not occur on this site, the land use in the vicinity of the site would remain unchanged.

#### 4.4 Summary of Environmental Consequences

	Alternative		
	A (Proposed Action)	B (Alternate Site Plan)	C (No Action)
Physical Impacts			
boat launch area	rubble piles replaced with paved and planted areas	rubble piles replaced with paved and planted areas	no change
bridge abutment	stabilized; concrete sidewalk at perimeter	stabilized; wooden fishing pier along part of perimeter	would continue to degrade
nature park features	3 wetland overlooks, 4 trail loops, 20' x 40' outdoor classroom	one wetland overlook, 2 trail loops	no change
interior wetland	no change	opening created to river which may alter groundwater flow patterns and affect remedial action monitoring by GM; opening may require long-term maintenance	no change
Habitat Impacts			
boat launch area	disturbed weedy area replaced with a mix of pavement, mowed grass, and native vegetation	disturbed weedy area replaced with a mix of pavement, mowed grass, and native vegetation	no change if continual disturbance by Bay City, otherwise succession of weedy community
nature park area	useable habitat reduced by addition of trails, overlook, classroom	useable habitat reduced by addition of trails and overlook; wetland connected to river; contaminants from river may enter wetland	no change
Biological Impacts			
boat launch area	increased plant and small animal diversity, but in smaller area	increased plant and small animal diversity, but in smaller area	no change if continual disturbance by Bay City, otherwise succession of weedy community
nature park area	minimal change	opening to river increases spawning and nursery areas for river fish but may decrease value of wetland to amphibians; possible contaminants effects	no change

	Alternative		
	A (Proposed Action)	B (Alternate Site Plan)	C (No Action)
Land Use Impacts			
human use	safer and increased fishing; increased river viewing and nature observation; increased educational use with outdoor classroom	safer and increased fishing; increased river viewing and nature observation	continued safety hazards
traffic	increased traffic on Johnson St. between project and Woodside Ave.	increased traffic on Johnson St. between project and Woodside Ave.	no change

## 5.0 List of Preparers

Lisa L. Williams, Ph.D., U.S. Fish and Wildlife Service, East Lansing, Michigan

## 6.0 Consultation and Coordination with the Public and Others

This project was described in the Consent Judgement which was announced in the Federal Register (November 30, 1998, Volume 63, Number 229, pages 65812-65813) and available for public comment for 30 days.

The Service, along with the other trustees, worked with the defendants, their consultants, and a local planning committee to develop alternatives for this project.

The Service consulted internally with the Endangered Species Program staff at its East Lansing Field Office under Section 7 of the Endangered Species Act to determine if listed, proposed, or candidate threatened or endangered species or their critical habitats are found within the proposed action area (Attachment 4).

A scoping meeting for this Environmental Assessment was held at Bay City City Hall on September 20, 2001, in conjunction with a public hearing on the permit applications for construction of this boat launch. The scoping meeting was advertised in MDEQ's biweekly newsletter and in the Bay City Times. No comments were received at the scoping meeting or after the scoping meeting through the time of release of this document.

## 7.0 Public Comment and Response

The draft EA was made available for public review and comment from October 26 -November 30, 2001. The following table lists the comments received and our responses to them.

Commenter	Issue	Response
Frank Niemann	Supports boat launch and park	None needed.
Michael and Joyce McIntosh	Supports project and encourages swift implementation	None needed.

U.S. Army Corps of Engineers, Engineering and Technical Services Regulatory Office	Issued permit for boat launch and requested application for permit for wetland overlooks and crossing	We have applied for an additional permit.
U.S. Army Corps of Engineers, Planning Division	Notes project is in 100-year floodplain and suggests coordinating with local and state floodplain managers	We have notified MDEQ's Hydraulic Studies Unit and Bay City's special project staff and are awaiting their comments. Boat launches are necessarily built in 100-year floodplains.
U.S. Fish and Wildlife Service, Region 3, Division of Engineering	Notes 13 questions or comments concerning ADA compliance	We are addressing each of these issues in the final planning process.

The comments received will be helpful as we proceed with developing the final plans for this project. None of the comments raised an issue that required revisions in the draft EA.

